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PEAK TRAMWAY COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " to 10.00 " "	" 10 "
10.00 " to 11.00 " "	" 15 "
11.30 " to 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 " "	" 10 "
1.15 " to 1.45 " "	" 10 "
1.45 " to 2.15 " "	" 10 "
2.15 " to 3.00 " "	" 15 "
3.00 " to 4.00 " "	" 10 "
NIGHT CARS.	
8.00 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " to 11.00 " "	" 10 "
11.30 " to 12.00 noon " "	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 10 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 8.00 " "	" 10 "
NIGHT CARS as on Week Days.	

Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the
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Vaux Road Central.
Season and punch tickets available for all
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stated in the Company's time-tables, but not
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Breadth at Entrance on bottom	58 "
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in person at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and 2 P.M.
to 4 P.M. daily.
Applicants will be required to produce Pass-
ports or Identification papers.
All persons with certain exceptions who
remain in the Colony for more than 7 days
are required to Register themselves under the
REGISTRATION OF PERSONS ORDIN-
ANCE 1916.
Forms of Registration giving the particulars
required may be obtained at the G.P.O. and at
all Police Stations.
The Penalty for non-compliance is a fine not
exceeding \$50.

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accommodation in the connecting vessel secured

before departure from Hongkong.

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Italy, France and London (under arrangement)

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via Bombay to Marseilles and London.

Parcels will be received at the Office until

3 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, sailing dates, etc.,
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Superintendent.

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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDOBAN"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being loaded at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or from the
wharves delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to sale.

All Claims against the Steamer must be
presented to the Underwriter on or before the
25th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th April, 1917. [540]

S.S. "PAUL LECAT,"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in
connection with above Steamer are hereby
informed that their Goods with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON TO-DAY requesting it to be landed
here.

Bills of Lading will be countersigned by the
Underwriter. Goods remaining undelivered after
the 25th April, at Noon, will be subject to rent
and landing charges.

All Claims must be sent in to me on or before
the 25th April, or they will not be recognized.
All damaged packages will be examined on
TUESDAY, the 24th April, at 10 A.M.

No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 18th April, 1917. [2]

ON SALE.

A TABLE OF THE

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Manager. [14]

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Banquet meals Steamers.

P. O. PEUSTEL,

Manager. [123]

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Situated on the British Concession,
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Every information and special
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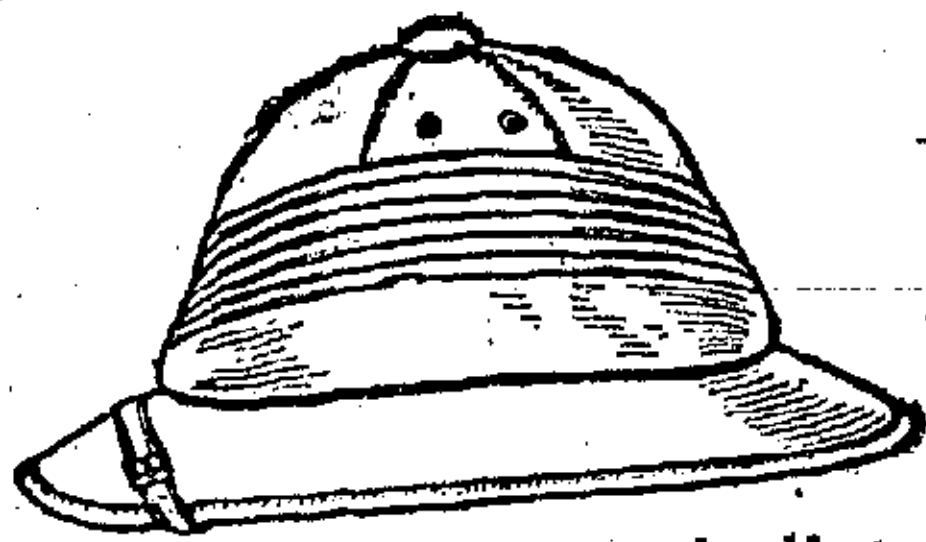
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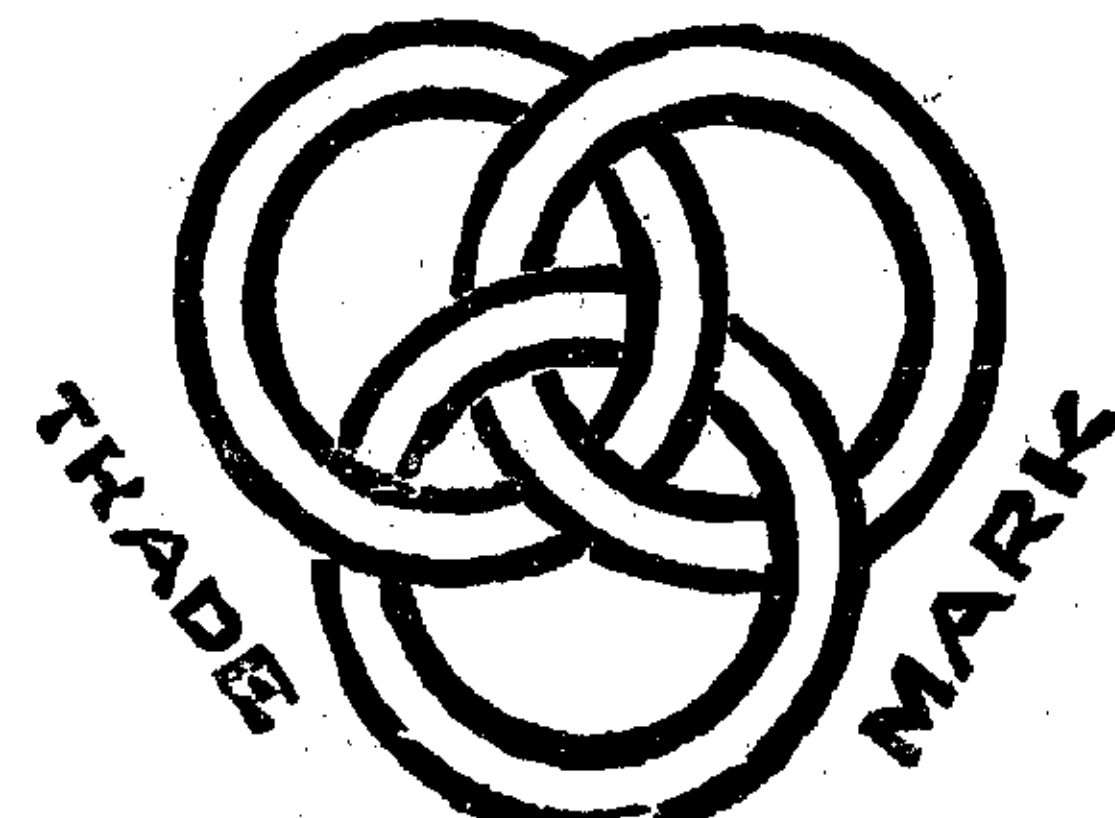
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Lime Juice**

The finest health beverage. Warranted by a British firm of world-wide renown. OF ALL STORES.

Evans Sons Limited & Co., Ltd., Liverpool & London.

FORTHCOMING EVENTS.

TO-DAY.

4.40 p.m.—Hongkong General Chamber of Commerce, Extraordinary General Meeting in the Chamber of Commerce Room.

TO-MORROW.

11 a.m.—Auction of Boots and Shoes, &c., at Sales Rooms, by Mr. Geo. P. Lamont.

Noon—Hongkong Tramway Co., Ltd. Ordinary General Meeting at the Office of Messrs. Jardine, Matheson & Co., Ltd.

5 p.m.—Matinee Performance of "Scenes from Shakespeare" at the Theatre Royal, in aid of War Charities.

Thursday, 26th April—

11 a.m.—Auction of Boots and Shoes, &c., at Sales Rooms, by Mr. Geo. P. Lamont.

Noon—Union Insurance Society of Canton, Ltd., Ordinary Yearly Meeting.

12.30 p.m.—China Fire Insurance Co., Ltd., Ordinary Yearly Meeting.

12.45 p.m.—British Traders' Insurance Co., Ltd., Ordinary Yearly Meeting.

Friday, 27th April—

2.30 p.m.—Meeting of Licensing Board in the Council Chamber.

Saturday, 28th April—

8.15 p.m.—"Scenes from Shakespeare" at the Theatre Royal, in aid of War Charities.

Thursday, 2nd May—

Noon—Canton Insurance Office, Ltd., Meeting of Shareholders.

Saturday, 5th May—

Noon—Hongkong Electric Co., Ltd., Ordinary General Meeting.

HONGKONG MAGISTRACY.

AFTER THE PEACE.

A Chinese coolie who was found in the servants' quarters of a house in Arbuthnot Road was ordered to pay \$4. The excuse put forward by the defendant was that he had had a fight, then a feast, became intoxicated, and went to the servants' quarters to sleep off the effects.

RECEIVING STOLEN GOODS.

A Chinese was charged before Mr. Melbourne with receiving 18 pipes, three tobacco pouches, 12 shaving brushes and 1,200 postcards, the property of Kelly Sayee, a shopkeeper of Beaconsfield Arcade, of the total value of \$25. Mr. Faithfull pleaded not guilty on behalf of the defendant and the case was remanded, bail being fixed at \$500.

CHAIK AND CHUNG.

Fourteen Chinese, chair and ricksha coolies, were brought before Mr. Wood in connection with a clan fight, as a result of which two men, one from each clan, are now in hospital.

Mr. Grist appeared for the Chai clan and Mr. Gardiner represented the members of the Chung clan.

Mr. Grist said there had been a great clan fight, and one man from each clan was now in hospital.

Mr. Gardiner—Honours were divided.

Mr. Grist said it was at present impossible to go on with the case.

Inspector Kent said that the *francs* was rather a serious one, and he would ask for bail. Both the injured men had been severely dealt with, and they would not be out of hospital until the 20th inst. One of the men had a contused wound on the head, and the other was severely cut about the head.

Each of the defendants had to deposit \$50 bail before leaving the Court. The case will be dealt with next week.

SPORT.

ASSOCIATION FOOTBALL.

A friendly match has been arranged to take place at the Happy Valley tomorrow (Wednesday), between the 88th Company R.G.A. and the Middlesex Regt. Kick-off, 4.30 p.m.

PLOT TO KILL PRESIDENT WILSON.

ARREST OF CHIEF AGENT AND ACCOMPLICES.

The police at Hoboken have arrested a man named Fritz Kolb, aged about 36, who confessed, they say, to being implicated in a plot to blow up President Wilson.

The prisoner, it is stated, told the detectives that he was concerned in the blowing up of stores on Black Tom Island, in New York Harbour, and at Kingsland, New Jersey, both of which explosions resulted in great property loss and some fatalities.

Two bombs, complete, with a quantity of picric acid, were found in his room in a hotel opposite the piers where German steamers are moored.

A detective says that the bombs were to have been sent to President Wilson on March 5th.

Kolb gave information resulting in the arrest of two others as accomplices. Their names are temporarily withheld.

The police are investigating ramifications of the plot, which is said to have included the destruction of the Tampico Oil Works and munition plants in the United States.

Secret service agents of the Hoboken and New York police surrounded the Columbia Hotel, where Kolb had a room, and battered down the door.

Kolb was found standing in the centre of the room, apparently in a state of panic.

He offered no resistance. Bombs were hidden in closets and trunks. Cans of high explosives and fuses were also seized.

Kolb made a confession to Mr. Hays, the chief of the Hoboken police.

The explosion at Black Tom Island, in New York Harbour, destroyed the National Storage Company's warehouses, in New York Harbour, destroyed the National Storage Company's warehouses, in which were hundreds of thousands of pounds worth of explosives intended for the Allies.

The damage to property in New York City and Jersey City amounted to \$2,000,000.

The explosion at Kingsland, New Jersey, occurred in January last at the works of the Canadian Car and Foundry Company. The buildings and plant were destroyed by the explosion and the fire that followed.

How the war has reformed some of the idle rich was revealed by Lord Salisbury at the annual meeting of the Charity Organisation Society. He remembered a young lady who could not walk down Eaton Square except attended by a footman, but now she went upon errands of charity in the worst parts of Soho. Men who used to pass a large part of their lives walking up and down Pall Mall, going into this and that club, were now finding the work of an ordinary private soldier in the army quite agrees with them.

PORT ARTHUR.

THE NEW SEASIDE HEALTH AND HOLIDAY RESORT.

So few foreigners have ever seen the place at Port Arthur which is known to the Japanese as Ogondai that it is little known what a beauty spot has been opened as a health and holiday resort. Ogondai, or Golden Hill, is the high hill which guards the narrow entrance to the world-famed landlocked harbour. From almost everywhere in Port Arthur the summit of Golden Hill can be seen with its massive fort and bristling array of guns. On the other side of this hill, facing the open sea to the south, the holiday resort is situated. It thus forms a settlement by itself, cut off from the Old Town of Port Arthur by a range of hills, and a wide expanse of land and from the New Town by Golden Hill and the width of the harbour. It lies in a sheltered nook of almost horse-shoe shape in the hillside facing the sea. On its right in close proximity stands the stupendous rock of Golden Hill, straight in front the land slopes gently down to the beach, which forms an ideal bathing place. The undulating ground around is starred with innumerable wild flowers, which change with the changing seasons. One flower found here, though not so frequently as on other hills around Port Arthur, is the edelweiss, so much prized in the Alps. In the Spring the ground is one mass of purple with its carpet of violets, and everywhere the seapink holds up its head amongst the grass.

In the Russian *regime* this charming spot was made a summer resort for the high officers and officials of the fortress town. About twenty handsome villas were built in artistic styles of architecture, ideal summer residences, with large balconies and verandahs, dotted here and there in the horse-shoe glen amidst the trees. Nothing artificial was added to mar the beauty of the natural environments. But when Port Arthur passed into Japanese hands, this loveliest of all the spots around Port Arthur was proclaimed within the Fortress Zone owing to its position between the Golden Hill and Silver Hill Forts. The place was thus given over to desolation and decay.

Some time ago, however, Mr. H. J. Mullett Merriek, the English Adviser to the South Manchuria Railway Company, was struck by its rare beauty and charm, and suggested to the Government authorities what a magnificent holiday resort might be made of it. They warmly approved of the plan he put before them. It was difficult at first to obtain the requisite military sanction, but as soon as this was gained much money was spent in preparing for the opening and making the place attractive without interfering with the natural features. Already the whole of the villas have been renovated and furnished, water and electricity have been laid on, and sanitary matters attended to on approved principles. Good carriage-roads have been built to the settlement, a tennis court has been laid out, and bathing-huts have been erected along the beach. One of the villas has been fitted up as a café restaurant, and is under the management of the Yamato Hotel, of the South Manchuria Railway Company, which will supply meals or provisions as required. Arrangements have also been made whereby the Muraoka orchestra can be hired for *al fresco* concerts and dances.

The rent of the villas ranges from 50 yen to 80 yen a month, with a considerable reduction if taken for a period of two or three months, but they are not allowed to be sub-let. The entire holiday settlement is under the direct management of the Port Arthur Civil Administration Office, and applications should therefore be addressed to the Civil Administrator.

The pleasantest time for a holiday in Port Arthur is from the beginning of May until the end of October. It scarcely ever rains during this season. The average monthly temperature (Fahrenheit) is as follows:—May, 54; June, 65.8; July, 72.8; August, 74.4; September, 67.6; October, 67.8.

There is another feature which will make Port Arthur an exceedingly popular holiday resort, and that is the grandeur of the surrounding scenery. Grandeur embraced by tiers of hills, there are more excellent roads for walking and driving than probably around any other town in the Far East.

Then there are the numerous forts to visit, and the beautiful little coves along the shore, such as Pigeon Bay and Louise Bay, the Village of Shuishihyung, where the Generals Nogi and Stoesel signed the terms of the capitulation of Port Arthur.

(Continued at foot of next column.)

SINO-JAPANESE AMITY.

COUNT TERAUCHI ON CHINA'S NEED OF RAILWAYS.

Mr. Wang Fu-wei and suite were entertained to dinner at the Imperial Hotel, Tokyo, recently.

Count Terauchi, the Japanese Premier, in a speech, said: "From personal observation, I am convinced that the future development of China largely depends on the services rendered by the railways. China, with her enormous population of 400 millions, is endowed with inexhaustible sources of wealth. The efficient utilization of such a huge supply of labour and natural resources can only be realized by the extension of the railways in China. By solving several questions, political and economic, the through service of railways will benefit not only China but also Japan, because Japan will be able to obtain a supply of cheap raw materials and extend the markets of her manufacturers. The close relations between China and Japan are traceable not only to the same race but also to the fact that Japan in the past owed a great deal to China in the development of her literature, religion, fine arts, etc."

"The two countries have now relations in which the one supplies the other's wants with what itself has in abundance, but those who should be most friendly often disagree and dispute on account of their being too intimate. It is regrettable that China and Japan shared this experience, but recently well-educated people of both countries had come to understand well their common interests. We hear on all sides a demand for increasing amity between Japan and China. This phenomenon is a matter for congratulation, for the peace of the Orient and the welfare of the two countries, and between China and Japan only in words and letters—is of no value unless put into execution. The desire to promote friendly relations must be translated into actions. Past experience shows that when mutual relations become closer disputes may arise. Intelligent observers in both countries must try to solve them in sincerity, kindness, and friendship, that nothing be left to rankle on either side."

"Amiability should not be limited to the relations between China and Japan. The same must be maintained towards the United States and Canada, which would be connected with them by the through traffic. When the Japan-China through traffic was extended to the Steamship Companies on the Pacific the railways of America would be connected directly with the railways of China and Japan by means of the Steamship Companies. The decision passed at the present conference was expected to bring about such an extensive result. Japan is situated in the centre of such extended traffic, and the heavier burden will fall on our shoulders, but we will consider it a great honour to be the intermediary in through traffic over such an expanded area."

Baron Goto drank the health of Mr. Wang and the guests, and Mr. Wang and the Chinese Minister, Mr. Chang, replied in appropriate terms.

The meeting was marked with cordiality, which prevailed throughout.

TRADE MARKS IN CHINA.

RECOMMENDATIONS OF MANCHESTER CHAMBER OF COMMERCE.

At a meeting of the Manchester Chamber of Commerce last month, the Trade and Merchandise Marks (Statutory) Committee of the Chamber reported on their consideration of proposals made by the China Association that a short and simple convention with China should be proposed having for its sole object the adoption of the principle of "first user" as the ruling factor in deciding questions of the ownership apart altogether from the question of registration. The Trade Marks Committee accepted this view, and agreed to support it in representations to the Board of Trade. The directors confirmed these views.

In a house now used as a Chinese School, and the War Museum, where mementoes of the great siege have been gathered. To visit each of these places entails a drive of several miles, up and down and around hills amidst ever-varying and beautiful scenery, and many of them afford splendid facilities for picnic luncheons. Carriages are plentiful, and very cheap rates have been fixed by the authorities, including 27 sen for 21 miles month at Port Arthur and visit fresh places of great historical or scenic interest every day. Moreover, tours of the forts, some dismantled but not uninjured, others in ruins, but all preserved exactly as they were left at the close of the late war, will give one a better idea of the war now raging in Europe than one could otherwise obtain. For those who wish to see the beauty and the restfulness of Port Arthur may be broken by an occasional visit to the bustling city of Pairen, there being five trains each way per day.

As a holiday resort Port Arthur will undoubtedly be popular, but when not undoubtedly the scenery of the surroundings, the historical interest of its shores, beautiful water which washes its shores, but also its exquisite and invigorating atmosphere resulting from the air of the sea-breezes with the air of the vine-clad hills have been recognized, Port Arthur will not only be a holiday resort but will blossom into one of the most famous health resorts in the Far East.

CALL TO THE CLERGY.

BISHOP SHOWS HOW THEY CAN BE RELEASED.

The Bishop of London, in a letter to the clergy, outlines the scheme for national service. "In every parish," he says, "there must be one priest who must consider it his best form of national service to give his whole time to minister to the sick and dying in the parish and carry on the parish work. Where there is more than one church, with perhaps a separate district of its own, this condition would apply to each church. If there is a second priest attached to each church and the population is not too large to allow this, he will be at liberty to offer himself for some such branch of national service as is indicated on the enclosed form, either for his whole time or for part of his time."

"No church must have a third priest giving his whole time to the work of the parish, connected with it without special permission, which, however, will be given if special work, such as in connection with military hospitals and munition factories can be shown to be connected with the parish. In the case of the parishes in the City, the Bishop is asking the rural deans of the East and West to see if they cannot make arrangements by which four churches, with full services, will suffice for each deanery, and thus the rest of the City clergy be freed for national service. Until a Bill permitting this closing of churches, now drafted, has passed into law, this can only be done by agreement between the rectors and churchwardens of the respective churches. In all such cases arrangements might well be made to keep the churches open for private prayer during the week days."

ELABORATE GUARDS.

CARE OF \$100,000,000 OF GOLD IN NEW YORK.

The port of New York is to be closed every night, reports a New York correspondent on February 19th. This is one of the many precautions taken by cities along the Atlantic coast having German ships in their harbours, which, in the event of war, might attempt to escape, and end their careers as commerce raiders rather than serve as transports of the United States. The steel net designed for the protection of New York from hostile submarines is now reported as having been placed.

Other unusual measures are being taken. The Sub-Treasury is protected by the most elaborate system of guards in its history. There is now about \$100,000,000 in gold in this building, probably the largest stock at any one place in the world. New Yorkers were surprised this morning to find patrols every few feet along the sidewalks, and at in the corridors of the building, and at first it was believed that attempts had been discovered to plunder the nation's gold reserve.

In Philadelphia secret service operatives of the Government are investigating a mysterious murder in the Frankfort arsenal. The victim is Sam Jenkins, the only employee of stations and devices of all the motor stations and devices of the arsenal. Detectives say it is their opinion that the murderers were anxious to cripple the arsenal.

In Seattle, Washington, at the police court charge against Captain Heller, of the interned Hamburg American Line steamer *Saxonia*, the accused admitted frankly that he disabled the engines of the ship at the order of the German Consul. He declared that the captain of every ship interned in the ports of the United States and her colonies had been given similar instructions by consuls.

HONGKONG POLICE RESERVE.

SUMMER UNIFORM.

All White Uniform of 1916 or previous issues which requires alteration or to be condemned as unfit must be produced at Central Station at 5.30 p.m. on Tuesday, April 24th.

PATROL DUTIES.

The following Memo was issued by the C.S.P. on the 20th inst.:—"Officers in Charge of Stations are to instruct the regular Indian and Chinese Constables to report themselves to Police Reserve, Inspectors and Sergeants on Patrol."

Inspectors and Sergeants will enter this Memo on page 28 of the Standing Orders Book.

AMBULANCE PLATOON.

All ranks will attend the following:—Tuesday, April 24th, 5.30 p.m.—Squad Drill at Central Station. Thursday, April 26th, 6 p.m.—Lecture at Lung Wah Hospital.

PARADES, CENTRAL STATION, 5.30 p.m. Tuesday, April 24th—No. 1 Section. Co. Sergeant-Major. Also all recruits of No. 2 Company.

Wednesday, April 25th—All Recruits of 3 Company and of No. 2 Platoon. Thursday, April 26th—No. 3 Company under Chief Inspector Lamont and O.C. Company.

Friday, April 27th—No. 2 Section at Water Police Station under C.S.M. 5.45 p.m. Also Recruits of No. 3 Company at Central at 5.30 p.m.

POLICE SCHOOL.

Class XI. (Inspector Gordon)—Wednesday, April 25th.

TRAMWAYS.

The following Standing Order is to be inserted:—

136 (a.) Members in uniform travelling to or from a Funeral are not travelling in connection with duty and are not entitled to free transit.

(Sd.) F. C. JENKIN, D.S.P. (R.)

23rd April, 1917.

NEW ADVERTISEMENTS

BARBER LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
The Steamship "BREMONT CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before the 14th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 23rd April, 1917. [587]

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LINE.

JAVA-PACIFIC LINE.

THE Steamship

"TISONDARI,"

having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th April at Noon will be subject to sale.

All claims against the Steamer must be presented to the Underwriter on or before the 2nd May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th April, at 10 A.M., by the Company's surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LINE.

Hongkong, 23rd April, 1917. [558]

THEATRE ROYAL.

"SCENES FROM SHAKESPEARE"

(as arranged for ST. GEORGE'S DAY)

WILL BE REPEATED IN AID OF

WAR CHARITIES

ON WEDNESDAY, 25TH APRIL,

MATINEE AT 5 P.M.

ON SATURDAY, 28TH APRIL,

AT 9.15 P.M.

Booking at Messrs. MOUTRIE & Co.

PRICES AS USUAL:

\$3, \$2, \$1.

(Children Half-Price on the Matinee).

Soldiers and Sailors in uniform will be admitted at Half-Price.

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NOTICE.

ROYAL HONGKONG GOLF CLUB.

GOVERNOR'S CUP FOR "SHANGHAI" FOURSOMES.

Full particulars are posted on the Club's Notice Board.

Entries close 30th April.

K. M. CUMMING, Hon. Secretary.

NOTICE.

IT IS HEREBY NOTIFIED that the Business hitherto carried on by THE INTERNATIONAL COMMERCIAL TRADING COMPANY in this Colony has been transferred and taken over by THE INTERNATIONAL COMMERCIAL TRADING COMPANY, INCORPORATED, OF CALIFORNIA, in the United States of America.

The business of the Corporation will be carried on by Mr. JAMES D. COURTNEY as Attorney for the Corporation.

Dated the 14th April, 1917.

THE INTERNATIONAL COMMERCIAL TRADING COMPANY.

Post Office Buildings.

[543]

G. R. VICTORIA GAOL.

THERE IS A VACANCY in the Victoria Gaol for a Hospital Warder.

Salary: \$850 to \$1,200 per annum on completion of a year's satisfactory probation, together with \$40 per month House Allowance.

Candidates must be under 35 years of age, of good education, and physique.

Knowledge of Medicine not essential, as a suitable man will be instructed.

Further particulars can be obtained by personal application at Victoria Gaol between 10 a.m. and 12 Noon.

No application will be received after the 30th instant.

C. Mc. I. MESSER, Superintendent.

Victoria Gaol.

[555]

WANTED—IMMEDIATELY.

SECOND ENGINEER for British Steamer "Sisiman," Manila \$200 Philippine currency.

Apply—

18, NATHAN ROAD, Kowloon.

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PUBLIC COMPANIES

HONGKONG TRAMWAY COMPANY, LIMITED
(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., 25th day of April, 1917, at 12 o'clock NOON, to transact the ordinary business of the Company.

By Order of the Board,
W. E. ROBERTS, Secretary.

Hongkong, 2nd March, 1917. [539]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 4, Queen's Buildings, Hongkong, on THURSDAY, the 26th April, 1917, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1916, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE, General Manager.

Hongkong, 14th April, 1917. [516]

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 4, Queen's Buildings, Hongkong, on THURSDAY, the 26th April, 1917, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1916, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE, General Manager.

Hongkong, 14th April, 1917. [517]

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 4, Queen's Buildings, Hongkong, on THURSDAY, the 26th April, 1917, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1916, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE, General Manager.

Hongkong, 14th April, 1917. [518]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from the 2nd May to 23rd May, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 21st April, 1917. [553]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Underwriter, on THURSDAY, the 3rd May, 1917, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 3rd May, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 16th April, 1917. [523]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 5th May, 1917, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 25th February, 1917, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st April to the 5th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th April, 1917. [532]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 1956 dated Hongkong 21st February, 1917, for Three Shares numbered 67689, 14921, and 89666 registered in the name of Mrs. MARIA DAS NEVES RIBEIRO, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 11th day of May, 1917, a New Certificate for the shares will be issued, and the aforesaid Certificate No. 5/NS 1956 will thereafter be treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STABBE, Chief Manager.

Hongkong, 11th April, 1917. [500]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of all Members of the HONGKONG GENERAL CHAMBER OF COMMERCE is called for 4.30 P.M. TO-DAY (TUESDAY), the 24th April, 1917, in the CHAMBER OF COMMERCE ROOM, New Government Building. All Members are strongly urged to be present.

By Order,
E. A. M. WILLIAMS, Secretary.

Hongkong, 20th April, 1917. [549]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (WEDNESDAY) AND THURSDAY,

the 25th and 26th April, 1917, commencing each day at 11 A.M. (and continuing in the afternoon), at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF BLACK AND BROWN BOOTS AND SHOES.

Patent Leather Dress Boots, Buckskin Boots and Shoes, Rope Sole Shoes, Fine Quality Coloured Linen Soft Shirts, White-Woolen Sweaters, Woollen Vests, American Linen Under Suits, Bath Gowns, Bathing Suits and Drawers, Silk and Lisle Socks, Silk Ties, Sun Hat, Straw Hats, Silk Mufflers, Lady's and Gent's Raincoats.

A Quantity of REAL PANAMA HATS. On view from TUESDAY the 24th inst. Catalogue will be issued.

Terms—Cash.
GEO. P. LAMBERT, Auctioneer.

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HOUSES TO LET

TO LET.

NO. 25, DES VŒUX ROAD CENTRAL, 1st Floor above the Dragon Garage, suitable for Offices, &c.

Apply to—
ALEX. ROSS & Co., No. 4, Des Vœux Road Central. [544]

TO LET.

NO. 2, STEWART TERRACE, PRINCE'S BUILDINGS, Furnished.

Apply to—
H. E. POLLOCK, Prince's Buildings. [57]

TO LET.

OFFICES to LET. Box No. 11, Care of "Daily Press" Office.

Apply to—
ALEX. ROSS & Co., No. 4, Des Vœux Road Central. [515]

TO LET.

NO. 3, A. & B. ROBINSON ROAD.

Apply to—
DAVID SASSOON & Co., Ltd. [473]

TO LET.

1 NEW HOUSE in Conduit Road, Ready for occupation. Also 1 GODOWN in Duddell Street.

For rent and other particulars apply to—
H. M. E. NEMAZEE, 1, Des Vœux Road. [402]

TO LET.

IMMEDIATE entry. Four very desirable SHOPS situated in Lee House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—
THE MANAGER, HONGKONG ICE CO., LTD., 146, Connaught Road Central. [401]

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

A FLAT in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48 with wharf area 53,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [391]

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICES in King's and York Buildings. HOUSES in Clifton Gardens, Conduit Road.

HOUSES in Broadway and Moreton Terrace. HOUSES in Shamoon, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [38]

WANTED.

FOUR or FIVE-ROOMED HOUSE, furnished, about May 15th. Middle levels preferred.

Apply—
"A. D.", Care of "Daily Press" Office. [547]

INTIMATION

ROBERT PORTER & SONS

BULL DOG

LIGHT ALE

IN PINTS AND SPLITS.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 616

Hongkong Office: 19, Des Vœux Road, C. London Office: 181, Fleet Street, E.C.

The Daily Press.

HONGKONG 24TH APRIL, 1917.

LOCAL EDUCATION.

The original ideas of the new Minister for Education concerning the National needs for increased efficiency in educational work seem to have met with the approval of Parliament and the general public in Great Britain. If we may judge from the contents of the short cable which we have received, the experiment of placing an expert in charge of this Department of the Administration is an assured success. It is, however, not only in Britain that reforms are needed. Every portion of the Empire must improve the teaching of its future citizens if we are to hold our own in the world. For that reason we are glad to learn that a local Commission has been appointed to inquire into the teaching of English in the Hongkong schools, a subject that was discussed at some length in these columns recently. The scope of the Commission's activities might well be extended when that question is settled.

In our issue of yesterday we reprinted from a Northern contemporary the complaint of a Hongkong resident concerning the very limited facilities for educating European children in the Colony. There is also the problem of technical education, only a portion of which has been solved by the creation of the local University. Thus, it will be seen, there are many points in connection with our local education that need to be considered carefully with a view to the early introduction of reforms.

One effect of the war has been a severe analysis of all things British by earnest people, and our national system of education has been, as it were, under the searchlight. One of the most popular and striking acts of the Lloyd-George Ministry was to select a Vice-Chancellor of one of the modern Universities as Minister for Education. That almost encouraged some local optimists to hope

that the day might not be far distant when a man who had specialised all his life in educational work would be given the direction of such work in this Colony. For Hongkong has always faithfully followed the old British Cabinet system of selecting as administrative heads of Government Departments individuals who have had experience in all sorts of subjects except the particular work which they are suddenly called upon to perform. The only exceptions to the system are to be found in the medical and engineering departments, for the Principal Civil Medical Officer and the Director of Public Works are always technical men. It will undoubtedly be an advantage when the Director of Education for the Colony can be added to their number. Let us say at once that it is the system and not the individuals which we attack.

Not long ago, the local Chinese merchants drew attention to the unsatisfactory state of affairs in connection with the teaching of English in the local schools. We fear that the complaint will be more merited in future, owing to the unavoidable depletion of the teaching staff of these establishments as a result of the war. Patriotic schoolmasters of the Colony have volunteered for the front and been accepted, and their places cannot be filled. It will be remembered, of course, that the schools and colleges of Great Britain have suffered far worse than the educational establishments of this Colony from this cause, so that, after all, the Chinese boy in Hongkong is relatively better off in regard to educational facilities during this time of stress than is the British schoolboy at home. When the war is over we hope that there will be a great improvement in the teaching of English in the local schools. For that reason we strongly urge upon the Hongkong Government the need of establishing a system of training Chinese teachers who would then be qualified to impart the rudiments of English. In Britain there are large departments of the modern Universities in which hundreds of young men and women are trained for teaching. Their commencing salary and the possibility of promotion depend upon the qualifications which they obtain during this period. Young Chinese should be encouraged to seek such a training for teaching English not only in the schools of the Colony but also in the schools of China. We can think of no more simple and inexpensive way of spreading the English language; the only difficulty in the way of its realisation is the ever-present problem of money, and we believe that the scholarship system can be made to solve that. The training fees should be paid by the organisation which guarantees employment to the teacher, and there should be an understanding that the teacher remains in the employment of the organisation for a certain period of years after the training. We commend this idea not only to the Governments of Hongkong, the adjoining Provinces, and Peking, but also to the various missionary bodies. For it cannot be denied that the missionary schools in China have been powerful instruments in disseminating a knowledge of the English language, and it is to the advantage of all of us out here, and to the trader at home, that the teaching should be efficient.

Another aspect of the educational question to which attention has often been drawn is that of affording proper facilities for training the children of British parents in China. In the great majority of cases, such children are sent home at about the age of seven and do not return to the Far East until they are from seventeen to twenty-two years of age. A few people employ a European governess; a number of others send their children to local elementary British schools, of which there are four in this Colony—one at the Peak, another at East Point, one at Kowloon, and the Army school. In Shanghai, we believe, even more British children go to local schools. In Hongkong and Macao there are also schools for the Portuguese. We imagine that the majority of the parents whose children attend these schools are unable in normal times to incur the expense of sending them to Europe for their education.

The point which we desire especially to emphasise is that if these children were at home there would be a scholarship system available for them, so that they could go on to the University. So far as we can discover, there is no similar

system out here. We do not know the attitude of the responsible authorities of the local University towards Europeans—whether it be one of encouragement or otherwise; but we think that they should certainly be sympathetic to any such proposals, because it was distinctly understood from the beginning, that all races and creeds would be welcomed. Therefore, we hope that it will be possible to establish scholarships for Europeans at the schools on the China Coast, so that they may have at least the possibility of a higher education. Many of the boys become apprentices with the local dock companies, and it might be possible for them to alternate their years of practical work with periods of scientific studies. It may even be in the interests of local firms to provide scholarships on the same general principles as those outlined above for teachers of young Chinese. We so frequently read of the proposals for improving the education of our fellow-countrymen at home that we cannot lose sight of the fact that the children of British parents who are trained out here will also need to be better equipped for the battle of life. At the recent Conference of Headmasters in England, Mr. HIGGINS, the administrator of a very large works, gave some very sound advice upon this subject. Towards the close of his address he said: "A want of education, or, worse still, a misguided education, lies at the root of our troubles." We want to do what we can, in the Far East, to improve the education of the Chinese, the British, the Portuguese and the Indians. No race is more alive to the importance of education than the Scotch. There are many of them on the China Coast, and we are sure that they will do anything possible to assist in so good a cause. There have been praiseworthy efforts by the Chinese to found scholarships, and the Portuguese, also, are making an effort in the same direction. Every encouragement should be given to those who wish to equip themselves for the battle of life, and the scholarship system helps to that end.

A Chinese woman was engaged in removing a mound of earth on a plot of ground at West Point when a large stone fell down the hillside, and, striking her on the head, killed her.

Colonel G. D. Chamier, C.M.G., who was the Officer Commanding Royal Artillery in South China some years ago, has been appointed Brigade Commander, attached to Headquarters Units, at Home. Colonel Chamier left Hongkong in 1911 for home service.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—W. Dunbar, \$20; A. H. Harris, \$10; O. H. Ritter, \$10; Wing Fat & Co., \$10; and M. B. K., \$2.

The weekly Religious Meeting of the Helena May Institute will be conducted this afternoon (Tuesday) at 5 o'clock by the Rev. C. N. Pope, who will speak upon "The position of Islam in the purposes of God." The meeting is open to all women.

An oil hawker, of 160, Connaught Road Central was on his way from Cha Kwo Ling to Lyeeum on Saturday, and, when near the village of San Ko, he was attacked by a man with a revolver. He was struck over the head with the weapon, and was robbed of \$22 and a watch.

Those of our readers who are members of the Hongkong General Chamber of Commerce are reminded of the extraordinary general meeting which has been called for 4.30 o'clock this afternoon in the Chamber of Commerce Room, New Government Building. Their attendance is urgently requested.

There were five cases of small-pox notified in the Colony during the week ending April 21st, the sufferers being one Indian and the rest Chinese. Three of the cases proved fatal. There were also five cases of enteric fever, two being British and the rest Chinese. In these cases, two deaths occurred. There was one fatal case of diphtheria, a Chinese being the victim.

In spite of bad weather there was a good attendance at the B.G.A. Sergeants' Mess, Lyceum, on Saturday evening when the members of the Mess entertained their friends to a dance and "social." C.Q.M.S. Truran R.G.A. made an able M.C. The principal items of the musical programme were contributed by the following:—Staff-Sergeant Crippie, R.E. Sergeant McGregor, R.E.; Wt.-Sergeant Smith, R.G.A.; Sergeant Skuse, R.E.; Bombardier Bealish, R.G.A., the last named acting as accompanist. A pleasant evening closed at midnight with the singing of "God save the King."

THE WAR.

FURTHER GERMAN ATROCITIES. MORE HOSPITAL SHIPS TORPEDOED.

FIGHTING IN THE WEST.

THE RAID ON DOVER.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH ACTIVITY.

LONDON, April 22nd.

Field-Marshal Sir Douglas Haig reports:—We made further progress eastward of Havincourt Wood.

We carried the southern portion of the Trescaut village.

There has been sharp fighting throughout the day south-eastward of Loos, where ground was gained and prisoners taken.

There was considerable air activity. In the fighting five of the enemy's machines were brought down and six were driven down. Four of our machines are missing.

FRENCH FRONT.

Paris, April 23rd.

A communiqué states:—Between the Somme and the Oise there was an artillery duel, which was most active south of St. Quentin and north of Urvillers.

Between Soissons and Rheims there were intermittent artillery actions.

RHEIMS BOMBARDED.

The enemy violently bombarded Rheims, particularly the Cathedral quarter in Champagne.

The day was marked by a series of enemy reactions against the heights at Masif and Moronvillers.

There was a violent attack against Highmont, which was repulsed after a sharp action, and our machine-gun fire and counter-attacks inflicted sanguinary losses on the enemy.

Our fire caught a German battalion north-west of Highmont, which was dispersed, leaving their dead on the ground. Another attempt against the hill further east was repulsed.

EARLIER CABLES.

THE GREAT ALLIED OFFENSIVE.

MORE FRENCH PROGRESS.

Paris, April 22nd.

A communiqué says:—There was violent artillery firing during the night to the south of St. Quentin.

We again progressed between the Aisne and Chemin des Dames and north of Sancy and Jouy.

Grenading occurred in the region of Hartebise, and there were skirmishes and grenading to the west of Navarin.

German aeroplanes last night bombed in the region of Dunkirk. Three persons were injured.

GERMAN VERSIONS.

LONDON, April 22nd.

A German official report transmitted by wireless says:—Artillery firing to the north of the Scarpe increased to the most extreme violence. Our destructive fire caught moving troops, and a counter-attack repulsed an English advance on the north bank of the Scarpe.

Our storming troops blew up a garrison blockhouse near Berry-au-Bac.

Engagements at Bray, Hartebise farm, along the Rheims-Nenichatel Road, to the north of Prosmes and on the west bank of the Suiques resulted in heavy enemy losses.

We repulsed a French advance to the south of Ripont.

The enemy lost six aeroplanes, and our naval aviators brought down an airship, which fell in flames into the sea at Neuport.

FIGHTING AROUND LENS.

LONDON, April 22nd.

Field-Marshal Sir Douglas Haig reports:—Yesterday night we secured the ground gained to the eastward of Fampoux.

The fighting continues to go in our favour to the west and north-west of Lens. We again progressed, capturing prisoners and machine-guns. We repulsed three counter-attacks.

ENEMY'S RESERVE BEING USED UP.

LONDON, April 20th.

The Germans are relying on Hindenburg's boasted strategic reserve, to gain victory. However, the extraordinary rapidity of the Allied advance has clearly disarranged the enemy plans, and the appearance of many new German Divisions and the crowding of his first-line trenches indicate that his reserve is already being used up.

The Near East.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

MESOPOTAMIA CAMPAIGN. PRISONERS CAPTURED.

LONDON, April 22nd.

An official report states that the enemy force which General Maude defeated and practically wiped out on the 18th inst. was a Turkish detachment on the left bank holding the Shatt el Adhim line, not as previously telegraphed, on the right bank on the right bank of the Tigris, opposite the northern flank of the enemy's Isabulat position.

We advanced one mile on the night of the 19th.

We captured on the 21st inst. part of the front line of the Isabulat position, capturing 230 prisoners.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DOVER RAIDED.

THE GERMAN STORY.

LONDON, April 23rd.

The German official version of the Dover raid states that light forces advanced towards the mouth of the Thames and effectively fired 650 shots at short range on the Dover and Calais fortresses. Calais was unguarded but at Dover an outpost vessel was destroyed. Not sighting the enemy on the return journey portions of the forces turned back and received and encountered destroyers. There were sharp engagements at short distances. One enemy vessel was torpedoed and another was fired upon and heavily damaged. One was probably sunk. A portion of the forces advanced towards the Thames but did not meet the enemy. Only merchantmen prisoners were captured.

A CONTRADICTION.

LONDON, April 23rd.

The Admiralty not only denied that any British vessel was sunk but that even any were seriously damaged. The only British force taking part in the action consisted of two destroyer leaders. The engagement lasted a few minutes. The remnant of the enemy escaped by fleeing. The merchantmen prisoners claimed were three of the crew of an abandoned barge.

SINKING OF HOSPITAL SHIPS.

LONDON, April 23rd.

The Admiralty have issued a correction of the above report stating that one of the hospital-ships retained their distinctive markings.

EARLIER CABLES.

GERMANY'S LATEST ATROCITY.

HOSPITAL SHIPS TORPEDOED.

LONDON, April 22nd.

The Admiralty announces that the steamers *Donagel* and *Lanfranc* were torpedoed without warning on the evening of April 17th, whilst transporting wounded men to British ports.

Owing to the German practice of sinking hospital ships, it is no longer possible to distinguish hospital ships, because they become more conspicuous targets. Therefore the *Donagel* and *Lanfranc* were not marked as hospital ships, but were provided with an escort.

The *Donagel* was carrying slightly wounded men, twenty-nine of whom, and also twelve of the crew, are missing. The *Lanfranc* carried 234 British wounded, 167 German wounded, 32 members of the Medical Staff, and 123 crew.

GERMANS RESCUED.

Twenty-three British and fifteen Germans are missing. Patrol boats, at the imminent risk of being torpedoed, rescued 252 German wounded.

The illegal and inhuman submarining of hospital ships is the culmination of a savagery which has brought the world face to face with a situation unparalleled in civilised warfare. It has no justification in any conceivable distortion of international law or the most brutal creed of necessity. Following the sinking of the *Asturias* and the *Gloucester Castle*, Britain decided to transport wounded in vessels not bearing distinctive markings, and has notified Germany of the withdrawal of certain hospital ships.

The fighting on the Western front is leaving a very large number of wounded Germans in our hands, and practically all ships bringing wounded men are bound to carry a proportion of Germans. It remains to be seen whether this knowledge will deflect the German Government from the present abominable course.

ADMIRALTY REVIEWS GERMANY'S CAMPAIGN.

LONDON, April 22nd.

The Admiralty in its statement, reviews the progress of Germany's campaign against hospital ships. It points out that Germany's original accusation—that hospital ships of the Allies, and of Britain in particular, were employed for the purpose of transporting troops and military supplies—was based on the evidence of witnesses the majority of whom were anonymous and the remainder German. Britain, in denying the outrageous charges, showed that Germany had the obvious remedy in cases of suspicion, namely, the right to visit and search any hospital ships encountered on the high seas. From the German refusal to tolerate hospital ships within certain limits there is only one conclusion to be drawn, namely, that it is the intention of Germany to add yet another and more unspeakable crime to the long list that disgraces her record.

The statement recalls how the German Government gloatingly announced the torpedoings of hospital ships, while the German nation appears to have accepted the intelligence with composure, if not with satisfaction. Warnings being useless, orders were given for the Freiburg reprisal raid.

The statement contrasts the attitude of the Germans towards the raid with the spirit in which the Allies exacted retribution by purely military measures. The airmen who carried out the attack were exposed to—and did, in fact, incur—precisely the same dangers from the town defences as they would have incurred in the course of an ordinary action. It is plain, however, that any retaliatory measures that are open to a government upholding the principles of humanity and justice, would not prove a deterrent to Germany in the future. Such reprisals could be only punitive in effect.

It will be necessary to reconsider the entire status of the hospital ships, in the light of the German attitude.

GERMAN ACCUSATION.

LONDON, April 22nd.

The Press Bureau issues the following announcement:—A German wireless message has accused the British and French of employing vessels carrying the markings of Belgian relief ships for the purpose of attacking submarines. The allegation is untrue, and is merely a variation of the groundless assertion that the Entente is mis-using hospital ships. It is evidently intended as a pretext for the torpedoing of Belgian relief ships without warning.

GERMAN NAVAL RAID ON DOVER.

TWENTY-TWO BRITISH KILLED.

LONDON, April 22nd.

In connection with the German naval raid on Dover there are twenty-two British dead.

GERMANS ADMIT LOSSES.

LONDON, April 22nd.

A German official message states:—After a naval engagement during the night of April 20-21, to the east of Dover, the destroyers *G 36* and *G 42* are reported lost.

CALAIS BOMBARDED.

PARIS, April 22nd.

German destroyers fired a few shells at Calais on the night of April 20-21.

THE CASUALTIES.

A hundred shells were fired on Calais. Some civilians were killed and a dozen wounded.

NEW GERMAN CRUISER.

LONDON, April 22nd.

A Berlin message announces that a great cruiser has been launched, named the *MacKenzie* by order of the Kaiser.

Egypt.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

FIGHTING ON EGYPTIAN FRONTIER.

LONDON, April 22nd.

An official report from Egypt states:—We consolidated the ground gained and are now in contact with the enemy main position covering Gaza.

This extends from the sea coast, near Sheikh Hahmed, through Alimantar to the eastwards of the town, thence south-easterly to Abu Halaire.

We took 200 prisoners on the 19th inst.

The Balkans.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BALKANS FRONT.

LONDON, April 22nd.

A German official report transmitted by wireless says:—Fighting has been revived at the Cerna Bend and to the south-west of Doiran Lake.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BELGIAN DEPORTATIONS.

WASHINGTON, April 23rd.

The State Department has published the report of Mr. Whitlock, he ex-Minister to Belgium, on the Belgian deportations. In his report Mr. Whitlock states that the Germans have lighted an inextinguishable fire of hatred among the Belgians by a cold and calculated deed so cruelly executed that even German soldiers wept.

MR. BALFOUR'S MISSION TO U.S.A.

ARRIVAL IN WASHINGTON.

WASHINGTON, April 23rd.

Mr. Balfour and the other members of the Commission have arrived. They were received by Mr. Lansing and the British Ambassador, Sir Cecil A. Spring-Rice. They received an ovation from the crowds and the City was beflagged with the Allies' colours.

EARLIER CABLES.

EXTENDING BRITISH TRADE IN CHINA.

TO EMULATE FOREIGN RIVALS.

LONDON, April 18th.

Addressing the London Chamber of Commerce on the prospects of extending British trade in China, Mr. Archibald Rose emphasised the necessity of creating a demand for our goods by letting the Chinese consumers see them, and also by emulating our foreign rivals in hard work, studying the special needs of buyers, and cutting the costs of production as low as possible. He mentioned that the Lancashire producers and exporters were seriously giving attention to the question of developing the British cotton piece goods trade with China. No doubt China was a wonderful field for engineering enterprise, and British engineering groups should send out well accredited agents to educate the Chinese regarding the possibilities of mechanical power. Regarding the work of distribution, he said that a way must be found to place the driving force of the Briton behind the Chinese distributor in the interior. Comrades had out-lived their usefulness, and the Briton must shoulder the responsibility for himself.

He advocated a combination of British exporters and producers which would assist joint working in China. In order to enable China to increase her exports and thus buy more British manufactures, her internal taxation must be regularised so as to ensure to the provinces a tangible return from foreign trade, and communications must also be improved. He suggested that small investors in Britain, who were interested in China, and small Chinese investors, might provide regular financial assistance for the industrial development of China. He urged British producers and exporters to distribute their goods through British channels, and concluded by saying that the political machinery, working through Consuls and Legations, was the mainstay of British commercial rights in China. The activities and responsibilities of Consuls would increase proportionately with the increase of British trade. The Foreign Office and the Board of Trade were now attempting to devise means of increasing the efficiency of the consular service in order to meet the new needs. Closer co-operation produced between experts and officials was perhaps what could help most to extend British trade in China. Delayed in transmission.

THE IMPERIAL WAR CONFERENCE.

LONDON, April 22nd.

The Imperial War Conference has unanimously passed a resolution, moved by Sir Robert Borden and seconded by the Hon. Mr. W. F. Massey, to the following effect:—"That the resolution of the Imperial Conference of April 20th, 1907, should be modified to permit of India being fully represented at all future Imperial Conferences, and that the necessary steps should be taken to secure the assent of the various Governments in order that the next Imperial Conference may be summoned and constituted accordingly."

The Imperial Government is taking steps to carry out this resolution.

FRENCH AND BRITISH AVIATORS.

SUPERIORITY OVER GERMAN.

PARIS, April 22nd.

The French Aviation Corps has congratulated the British Aviation Corps upon its superiority over their adversaries, which it never lost during the recent engagements, and thankfully acknowledge the British aid. They express their amazement at the British airmen's exploits which they are ambitious to emulate.

It is confirmed that the German aviation losses in the last few days have been double those of the Allies.

ARGENTINES CHEER ALLIES.

A BIG PRO-ALLY DEMONSTRATION.

BUENOS AIRES, April 22nd.

Forty thousand demonstrators marched to the Presidential Palace on Saturday, cheering the Allies.

The speakers eloquently supported the President's attitude towards Germany. A handful of German sympathisers was dispersed by the Police.

GREAT BRITAIN'S MISSION TO AMERICA.

LONDON, April 22nd.

Mr. Balfour's Mission was given a most cordial reception. It was met by representatives of the State Department, the Army and the Navy and took a special train for Washington.

Mr. Balfour, in the course of a statement, said the object of the Mission was to effect the fullest co-operation. All were striving for an everlasting peace through successful war.

WAR HONOURS.

LONDON, April 22nd.

The following decorations have been conferred:—

Croix de Guerre: Field-Marshal Sir Douglas Haig and General Sir William Robertson.

Grand Officer of the Legion of Honour:—Lieut. General G. F. Milne.

Commander of the Legion of Honour:—Commodore Lionel Halsey.

The Order of Leopold:—General Smuts.

The Order of Mahomme Ali:—Sir Francis Wingate.

The Victoria Cross:—Commander Gordon Campbell, "in recognition of conspicuous gallantry and consummate coolness and skill in command of one of His Majesty's ships in action." Commander Campbell already possesses the Distinguished Service Order.

Grand Cordon of the Order of Leopold:—Admiral Sir John Jellicoe.

The Belgian Croix de Guerre:—Admiral Sir John Jellicoe and Vice-Admiral Bacon.

BONUS BONDS.

MR. BONAR LAW'S OPEN MIND.

Asked in Parliament recently to consider the issue of a further War Loan in the shape of premium bonds, Mr. Bonar Law replied: "I do not wish to say more at present than that I have an open mind on the subject of raising money for the war by the issue of premium bonds. Legislation would be required before such an issue could be made."

Early last year, steps were taken by a number of business men in London to bring Bonus Bonds prominently before the then Chancellor of the Exchequer, and this group, which included bankers and accountants of repute, asked Mr. McKenna to receive a deputation. The late Government, however, decided against Bonus Bonds, and Mr. McKenna announced that it was useless to receive the deputation.

In spite of this rebuff the demand for Bonus Bonds was so great that a small private Parliamentary Committee was formed and a working scheme drawn up for submission to the House of Commons. This scheme, published last May, suggested an issue of £1 Bonds, bearing 2½ per cent. interest, and providing £150,000 for half-yearly bonuses ranging from £500 to £250. The number of bonuses or prizes awarded half-yearly was to be 1,250 for each £10,000,000 issued to the public. Even this modest scheme did not meet with the approval of the late Government, though it was thought excellent by all the members of the Treasury Committee on War Savings, including Mr. G. N. Barnes, M.P., and Mr. R. M. Kinderley, Governor of the Bank of England.

NEW BID FOR CALAIS?

Considerable attention has been created in Paris (says *The Daily Chronicle*) by an article by Vice-Admiral Fournier in the *Matin*, in which the writer expresses the belief that Germany—in order to strengthen her submarine blockade if for no other reasons—will make another drive towards Calais.

"The fact of such a move being aimed directly at England," says the Admiral, "would make it very popular in Germany, and if the Germans succeeded in occupying the coast between Dunkirk and Boulogne the entry of their submarines to the Channel would be facilitated, and their action might be made more fruitful and less risky under the protection of German patrol boats along the shore."

An offensive with Calais as its object would have for the Germans, concludes Vice-Admiral Fournier, "the advantage of containing the possibilities of a military decision."

THE MILITARY SITUATION.

BRAINS WILL SAVE BLOOD.

MR. CHURCHILL'S WARNING.

When the House of Commons went into Committee last month in the Vote of £5,000,000 men for the Army.

Mr. Pringle moved to reduce the Vote by 1,000 men. He said he believed that the Government were making a wasteful use of the Army votes. He drew attention to particular the Salonika expedition. Had the expedition ever seriously threatened the German communications with Constantinople or Baghdad? It was said that this expedition had been systematically starved by the War Office against the will of the late Cabinet. The responsibility for indecision, however, must rest with the Government. Unless the expedition could be reinforced it could be of no military value. The House was entitled to know the military view. They knew that Lord Kitchener, Sir William Robertson, and General Munro had been opposed to it. What was the view of the present military advisers of the Government?

"DAZZLING OPPORTUNITIES LOST."

Mr. Churchill—No one will quarrel with my hon. friend for drawing attention to this grave question of military and foreign policy. The Army at Salonika is certainly a factor in our military arrangements which touches in a very marked degree the manpower problem and the tonnage problem. All enterprises in the Balkan and Turkish theatres are limited by the carrying power of our mercantile marine. In 1916 great and dazzling opportunities, all of which were lost, were presented to us in those theatres. In these days decisive results could be obtained by armies whose size was not beyond the limits of our available carrying power, but from the moment that Bulgaria entered into the struggle against us, and the Germans obtained a thorough road to Constantinople, whereby they could organise the forces of the Turkish Empire effectively and efficiently for war, it should have been obvious that the size of the armies needed to achieve a result exceeded the carrying power which we should have at our disposal, and very great revision of plans became necessary from that moment. It ought to have been frankly recognised that the hour of successful amphibious intervention in those theatres on a great scale had passed. Those facts, which appeared in the autumn of 1915, will not lose any of their force in 1917 or 1918. On the contrary, in order to achieve results (I do not say effective) we shall steadily require to use larger armies with a tonnage which will steadily diminish. But it is not easy for anyone not possessing the fullest information, which only the Cabinet possess, to advise as to what course should be taken. We cannot blot out all that has happened. We have to deal with the fact that there is a great international army at Salonika, and with the obligations which it has necessarily contracted.

It involved considerations of honour as well as military and diplomatic considerations. We have to consider M. Venizelos, who throughout the whole of the war has displayed the utmost wisdom and courage, who has not only shown himself a wise statesman in regard to Greece, but has evinced a perfect grasp of the great international and human issues at stake. He has claims on the action of the Allies which honourable Governments cannot brush aside, or be unkind of. The question is not one which lends itself to reproaches or recriminations, and by means of a secret session it might be possible to discuss the broad issues of military policy and the supply of man-power without producing any misgiving in the country, without unduly alarming the troops in the field, and without disclosing to the enemy any matters that it would be serious to disclose. I hope the House will return to these topics before the session is much older, and that we will hear from the Government a serious and responsible statement.

RESOURCES OF INDIA.

Closely connected with the supply of men for the Army is the question how far we can depend on the resources of India. The policy pursued by the Secretary of State and his Council has had the effect of largely shielding India from the horrors of this war. Her economic development is proceeding, her enormous manhood is practically untouched, her military expenditure has been very little increased during the war, and she has practically no unproductive debt. This is India's great opportunity for taking a notable and effective part in this world's struggle in proportion to her strength, and to share our burdens and our fortunes, and there is no reason to suppose that India will have failed to respond to the same kind of appeal as has been made to parts of the Empire with such splendid results. The Secretary of State for India and his Council have taken the great responsibility of drawing a curtain of official reticence and complacent departmentalism between the aspirations of the Indian people and the needs of the British Empire and cause. If this time last year only half the divisions I urged had been raised there could now have been released for service in France some 90,000 British troops from Egypt, Salonika, and possibly even from Mesopotamia. Even now the action taken by the Secretary for India, tardy though it is, is not adequate. Greater effort is needed, and is possible, and if there is neglect and failure this year as last, the responsibility of the right hon. gentleman will be even greater than it is to-day. What applies to India applies also to Africa. If the House of Commons this time last year had devoted itself resolutely and with vigour to the question of man-power, we could have had two or three hundred thousand men more. If we do not do this, we will find ourselves deprived of this number. Where, then, are we going to find men to fill the ranks of the Army?

It seems to me that the House of Commons is not grappling with these questions, following them up with intense devotion and even ferocity, is allowing power to slip from its hands and allowing itself to be made a useless addition to the Constitution. (Hear, hear.)

I admit most gladly the immense improvements which have been made in the utilisation of the men the War Office already has under its control since General Macerney became Adjutant-General, assisted by that most able civil servant, General Geddes. (Hear, hear.) I am told that between 20,000 and 30,000 officers' servants alone were found capable of being moved up in drafts to support the fighting battalions. There is, again, the question of the cavalry, great masses of which are kept in France but of which only one hundred men, or even less, found opportunity for tactical use during the whole campaign of 1916. That is rather a small dividend to pay on an enormous expenditure of money on food, tonnage, and man-power. Another matter in which the military authorities in France have been somewhat slow to appreciate the conditions under which war is carried on is the provision of light railways and tramways. There has been undue reliance on motor transport. That is being patiently and painfully remedied, and it is very much to the credit of the present Prime Minister that when he was Secretary of State for War should have been able to insist in spite of formidable opposition—(hear, hear)—on a great development of railway policy in France, and of changes in personnel necessary and indispensable to give effect to it.

"BRAINS WILL SAVE BLOOD."

In all the great man-saving processes civilian influence and thought have painfully and eventually triumphed over the orthodox professional view to the great advantage of our fighting men and the prospect of our cause. (Hear, hear.) Sir Wm. Robertson said the other day that war is a great expander of fraud. War certainly should dissipate delusion, and there are a number of delusions which it is greatly to be hoped the course of this war will dissipate. You may think if you wish, that all generals are geniuses, and that all civilians harpies unless they happen to be journalists. (Laughter.) You may, if you wish, believe that military and naval commanders always give clear and resolute opinions, and that politicians are always timid and procrastinating.

You may believe if you like that our misfortunes in this war have been due to our neglecting to follow expert advice. You may believe even that all the Ministers who left the Government the other day are incompetent and slackers, and that all who remain are warlike and heaven-born men of action. You may believe that if you like, but remember Sir William Robertson says that war exposes fraud. I demur altogether to the view put forward in many powerful quarters outside this House that all we have to do is to gather together every fit man in the United Kingdom who can be made to shoulder a rifle and rush them forward into great battles such as those which we fought on the Somme. The vital part of the problem of man-power is frugality of its use. The French learned this terrible fact after the fighting in Champagne in 1915. Then the words were spoken: *Il faut ménager les hommes*. That has been accepted as a governing condition of French generalship ever since. We see in General Nivelle, in whom so many hopes are centred, an officer who, by the perfection of his arrangements, by the great employment which he makes of the machinery of attack and organisation, has been able to achieve most striking results with comparatively small loss of French life. Machines save life, and machine-power is a substitute for man-power. Brains will save blood. I say this to the Committee, and it is quite necessary they should view the solid facts of the situation, that unless manœuvre devices can be called in aid of our man-power I do not see how we are to avoid being thrown back on those dismal processes of waste and slaughter which are called attrition.

It is not easy to see how with the present forces we can expect this year to obtain decisive results from mere attrition. These results may come from other quarters. They may come from internal conditions in Germany, the chance of accident in war, or from new forces coming to our aid. But the balance of forces on the fighting front at present is not such as to offer any prospect of speedy victory as a result of a straighter attrition process of attrition. It is, however, pertinaciously that is adopted by the command and however valiantly and devotedly the sacrifices are made by our brave troops. (Hear, hear.) That is surely a very serious fact. We are always beginning a campaign each year with a feeling that we have got very much larger armies than we had before. It is true that our armies have steadily increased, but the balance of forces on the fighting front now is not such as to justify any supposition that a mere process of mutual attrition is going to produce decisive results. What I do hope is this, that whatever the Government do they will proceed upon a clear-cut policy. I hope they will not commit themselves and their armies, or so far as they can influence them, to any policy of attrition on a gigantic scale unless they are absolutely certain that they will be able to pursue it to a point where it will become decisive. I hope that they will not launch out on a vast offensive of the kind we had last year unless they are certain that the fair weather months at their disposal, and the reserves they command relatively to the enemy, are such as to give an indisputable result. Unless a decisive final blow can be struck, it is better to develop our superior resources wherever inequality of the fighting line may be. Their resources behind the fighting line are enormously in favour of the Allies.

A 1918 CAMPAIGN.

It is better to develop those resources patiently, until the moment comes when a decisive blow can be struck. In any case, if a policy is to be adopted, let us do it fully studied, and let us be sure that we do not embark upon it unless we can carry it through to a result proportionate to all our sacrifices. (Hear, hear.) In any case, it seems to me it would be very foolish not to make our preparations now for the campaign of 1918. Success will come, but we have no right now to count upon events turning decisively and immediately in our favour. We have no right to build on that assumption, and now I say to the Government: Where are you going to get the preponderance you need in 1918? There is no large preponderance now. I do not believe you will get from this country alone, even if you ruin its agricultural and maritime interests, that preponderance which is needed to conquer in the kind of warfare which is now going on. We must avail ourselves of mechanical aids, which require intense exertion of thought. We must also avail ourselves of the native resources of

the Empire and of the population resources wherever they can be found. We must use all these methods simultaneously, and to a high pitch if we are to avoid next year the same outlook as that which confronts us to-day. I said last year to the Indian Secretary, "Do it now." I say again to the Government who are making great exertions, who are doing a great deal, and who naturally feel the weight and burden of the difficulties with which they are confronted, you must begin now with your preparations to obtain a preponderance in 1918. You must use the manhood of the whole world; men of every race and clime must serve behind the lines, and where possible within the lines, according to their quality, not in tens of thousands, but hundreds of thousands. In this way alone can you free your offensive divisions for that period of rest which is vital to them if they are to be able to conquer. You must make all your armies play their part in holding enemy forces on their fronts.

I have heard it said that the German machine-decked Salonika is their best international camp. There may be some truth in it, but it is well to remember that it takes an army of a quarter of a million to guard that international camp. Every employment of force must be scrutinised by the proportion of the enemy which it is holding at a given time on their front. It would be a fatal thing to reduce our output of machinery and weapons by taking the skilled men and sending them off to work in the trenches. But the skilled production of weapons of war must proceed at its very height. All these devices which multiply the powers of the human arm and save human life must be studied and adopted. Then you must look boldly for new fields and new methods of manœuvre. Armies and foreign policy must go together on that question. We can make a certainty of 1918. You can get no results in this war short of eight or nine months, or very likely twelve months, but you can get great results after such a period of time, and we can make a certainty in 1918. There is still time for that. Do not let us always be behind the march of events. We are doing in 1917 what we ought to have done in 1916 and even in 1915. Do not let it be said when 1918 arrives that we find ourselves in agreement at last with all those measures which it would have been proper to have taken in 1917.

Colonel Yate urged that a real attempt should be made to organise the man-power of the whole Empire. He said that the Government ought to make a declaration of policy regarding Salonika. He estimated that we had lost as many men there as in the whole of the Boer War. If the information could not be given in public, let them have a secret session.

OUR POLICY IN THE BALKANS.

Mr. Dillon said that, though he differed in the matter of policy from Mr. Pringle, he thought the Government ought to make a frank statement. Was it or was it not a fact that we made promises to Rumania if she came into this war which we were unable to redeem? Was it not a fact also that for months before Rumania came in, General Sarrail was telling his Government and ours that owing to the way his expedition was being starved, he was not in a position to make an offensive in Macedonia. Further, he was informed that the generals in command of the Russian armies on the Rumanian frontier warned their Government and ours that it would be a mistake for Rumania to come in. Who overruled them? (Hear, hear.) Recently a document had come into his hands which had been spread broadcast throughout Europe, but it had not so far appeared in this country. If it was authentic—he did not know whether it was or not—Lord Hardinge ought to quit the Foreign Office at once. It was addressed to Sir George Buchanan, our Ambassador at Petrograd, and was in the following terms:—

"Foreign Office, July 31, 1916. 'My dear George—Your private letter of this morning announcing the retirement of Sazonoff is decidedly depressing. It is very unfortunate that at a moment like this a change should be made in the exchange of views. I have been very busy during the progress of the negotiations with references to the Rumanians coming into the war, negotiations which will probably have a satisfactory result. . . . Benckendorf seems at present very depressed on account of the difficulty he experiences in his financial arrangement with McKenna. . . . McKenna, like all financial people, is narrow-minded and pedantic, and asserts that the route of exchange is a question which does not concern the war. It is possible that we may have to intervene in order to convince him in case no agreement is realised. The negotiations with Rumania appear to proceed satisfactorily, but I shall not be convinced of their success until I have seen Rumania's declaration of war. I believe is one of the most elusive of fellows, and even at this moment he is inclined to wriggle out on the whole about that one offensive of a force is not everything which they require. Yet he must recognise that Rumania will not obtain the enormous tracts of territory for which she is striving as long as she does nothing to secure them. I still hope that everything will go well within the next few days.'"

If it was true that Lord Hardinge wrote that letter, it gave an appalling idea of the operations of our Foreign Office. The next charge he made was that General Sarrail's force was deliberately starved, obstructed, and crippled. He was firmly convinced that the Allies had kept their pledges to Rumania, or if they had kept Rumania out of the war, we should have been in sight of the end at this moment, whereas the war had been prolonged by a year at least. According to his information, the position of the Allied troops at Salonika was still one of grave danger, while M. Venizelos and his friends were at the mercy of a camarilla as pired and controlled by Germany.

SECRET SESSION SUGGESTION.

Mr. Macpherson said the question of high policy which had been raised had been debated on at least three or four occasions. That being so, he did not think it would become him, even if he were ready to do so, to reply to the various points which had been raised. He desired, however, to say he agreed with Mr. Churchill's appeal for a secret session in view of the fact that such questions ought not to be discussed on the floor of the House except when Parliament met in secret session. As to the cavalry at the front, it may yet be possible to use it.

All the Yeomanry in this country, which has gone to the front had done so dismounted.

With regard to the employment of native troops in the various theatres of war, we were going to have an enormous increase of all our native resources from all parts of the Empire. Lord Derby was only too anxious to meet members of the House of Commons at any time when they felt they would like to have more distinct information than it was possible to give within the limits of a question and answer, or even a debate in the House. The question raised by Mr. Dillon had been raised by that hon. member many times. He must say he regarded with very great fear Mr. Dillon's action in reading a letter from Lord Hardinge to Sir George Buchanan.

An Hon. Member—An alleged letter from Mr. Macpherson said he thought any member of the Irish party ought to read a doubtful letter with very great hesitation. (Hear, hear.) The letter might be genuine, but in any case, it was a private letter, and he should like to have asked Mr. Dillon whether he had the permission of Lord Hardinge to read it to the House of Commons. Mr. Condon (Nat. Tipperary)—Has not the letter been published in the Press of this country, and accordingly he should have hesitated in reading it to the House of Commons without first finding out whether it was genuine. (Hear, hear.)

MAN-POWER PROBLEM.

From the very beginning of the war the War Office had taken a long view. They were continuing that policy, and so far as men, munitions, and everything else was concerned they were looking well in front.

Mr. Holt asked whether any answer was to be given by the Chancellor of the Exchequer on the Salonika problem. If the Committee allowed the vote to pass without a reply or a definite promise that one should be given shortly, they would declare themselves impatient.

Sir J. D. Rees said the reason why India had not sent more men was that neither arms nor transport were available. The finances of India were in no condition to help in the war till just lately.

ALLIES AND SALONIKA.

Mr. Bonar Law—I have heard this subject debated before, and I have more than once hesitated as to whether I should rise to say anything about it, and I have always refrained, for the simple reason that I do not believe it is possible for me to say anything to the House which it would be the least interesting for the House to hear. This is obviously a question not so much of the past as of the present and of the future, and I think the House must feel that it is quite impossible for the Government to give any indication at all as to what their intentions are in regard to the Salonika force. I have heard in previous debates an hon. member ask the simple question: Is the force at Salonika intended to be offensive or defensive? I am sure the Germans would like very much if we would give an answer. (Hear, hear.) It is precisely to that kind of question that it is impossible to give any answer. There is one section of members who on this subject, have definitely taken the view that we ought not to have a Salonika expedition. There is another section who think it is one of the vital operations in the war. I am not going into the merits of the expedition at all, but I do wish to point out to the House that we are engaged in a war with many Allies. The policy as a whole cannot by any possibility be the policy of this Government alone, and we have to take the view of those who think this expedition is a mistake, I do not follow that it would be possible for us to act in any other way; but I am very far from admitting that that view is correct.

My right hon. friend the member for Dundee (Mr. Churchill) put the case quite correctly that we must not merely act in concert with our Allies, but that what has happened has laid obligations on us which it is necessary for us if we can to fulfil. Let me point out the obvious facts to the House. If by any chance this expedition were taken away, the first thing that would happen would be that the Greeks would be overrun, the whole Balkan peninsula, without exception, would be in the hands of our enemies, and that, what from the point of view of the British House of Commons is not less important, those who have helped us from the beginning would be at the mercy of our enemies, and we know precisely how they would be treated. It is quite natural that the House should have a free and frank discussion of this subject. I do not think it is possible. (Cries of "Secret session.") I should be very unwilling to have a secret session, unless there was a strong body of opinion in the House which desired it. I think I can go further, and say that you cannot frankly discuss this sort of matter even in secret session. We cannot possibly discuss policy if there is any doubt as to the use which you are going to make of the force in any particular theatre of war. I recognise as strongly as anyone the disadvantages to us now, especially when tonnage has become so important, of such an expedition. All these considerations are really in the mind of the Government as they are of any member of the House.

A DIFFICULT SUBJECT.

Nothing has exercised us more, then the whole subject of Salonika. It has been difficult, because the Allies who are interested in Greece and the Balkans have not always taken the same view as to the right policy to adopt. I believe in this respect we have recently gained some ground. We are carrying out a common policy. The main object of that policy for the moment is to make sure that if our German enemies choose to advance against us there we shall not run the risk which we would have run a few months ago of being attacked from behind. That is a great advantage.

There was some discussion about Rumania. Again, it would be impossible to deal with that subject. All I can say with regard to Rumania is that deplorable as the result has been there were no threats of any kind issued towards Rumania to induce her to come in, and I do not think that because her coming in has proved so disastrous to her, and has inflicted suffering upon her, which the Allies would have done anything to prevent, that is reason for condemning the Allies because they welcomed her assistance. I think the House will recognise that this is not a subject upon which any member of the Government can talk.

The House rose at eleven o'clock.

THE BARBAROUS AGE.

NOW IS THE TIME AND NOT 500 YEARS AGO.

[BY SIDNEY PARK.]

I have always doubted whether the mechanical progress of what was once described as the "so-called nineteenth century" made mankind one whit happier or kinder or better. It is certainly true that during the hundred years before the war regard for human life was intensified, but this probably had an entirely commercial and unworthy foundation. Under the commercial system a man's life has a certain money value. Only the foolish slave-driver whips his slaves to death.

With this greater disinclination to take the lives of others came a much more tender solicitude for oneself. Men hung on to life as they had never hung on to it before, but, while they grew afraid to die, most of them grew afraid really to live.

MEDIEVAL TORTURE.

Since the outbreak of war there has been among the mass of people in the belligerent countries a concentration on national rather than personal interests, and this has been accompanied by a cheerful readiness to die which is a little appalling to those of us who are still swaddled in nineteenth century cotton-wool.

With this immensely important phenomenon has occurred another. We had supposed that the "progress of civilisation" had made barbarous and calculated cruelty impossible. We have seen during the past two and a half years the most scientifically educated people in Europe adopting and applauding the appalling methods of massacre and torture employed by medieval mercenaries and by the Huns of Attila.

All of us have shivered at stories of the peoples of beleaguered cities pouring molten lead on the heads of their assailants! The Germans have sprayed their enemies with liquid fire, and have puffed poisonous gases in their faces. This sort of thing being done on one side immediately and necessarily copied by the other, so that a modern battlefield becomes a scene of calculated torture that might well fill the heart of an ancient Italian washbuckler with envy.

Try to compare the battlefield of Crecy with the battlefields of the Somme! In the one case you had men killed by clean wounds inflicted by arrows and men bashing each other over the head with clubs and battle-axes. There must have been elation and excitement in the combat, and it was conducted according to chivalrous and accepted rules. It was the business of the soldier to kill his enemy, but his action was restricted by rigorous and narrow conventions.

POISON AND PIRACY.

On the modern battlefield the soldier seldom sees his enemy. He fires horrible devastating infernal machines at him from guns miles away. He riddles him with machine-gun bullets. He poisons him and burns him, and the very circumstances of the fight make the humanitarian regulations of the Geneva Convention impossible to carry out.

The wounded are perforce left in hundreds of cases to die in agony where they fall. What a monstrous joke it is in face of all this that we should talk of progress and vaunt ourselves the moral superiors of our forefathers!

This again, of the stories of pirates on the Spanish main that thrilled our nurseries, of the bloodthirsty buccaners who live again in Sir James Barrie's immortal phantasy as Smee and dismal Starkie! How we writhed with indignation at the horrors of walking the plank! What a small thing this was after all the prowess of the German submarine, that, safely entrenched under the water, sends destruction by torpedo into the very vitals of an unsuspecting ship! Captain Kidd was at least ready to fight before he was murdered. The U boat only hides and contrives death by stealth.

The sinking of the *Lusitania*, as a sheer horror, has no equal in the history of the seas. No one, even in their own time defended the pirates of the Spanish Main. They themselves, when at last they were captured and brought to trial, would admit their guilt while they were dying game. The assassinations of the U boat, are, however, vehemently defended by professors and statesmen and priests; by the Church in Germany and Austria; by men who in their private lives are doubtless citizens and kindly fathers.

The city was taken and the women and children were put to the sword. This is a commonplace of the history of the past, but all the massacres that the world has ever seen have been outdone by the calm methodical killing of the Armenians by the Turks. Try to imagine what it means to assassinate 700,000 people! These unfortunates were butchered to make a Turkish holiday and to make it easier for the Germans to carry out their policy in the Near East. The Armenian massacre has been not only minimised, but actually defended by cultured Germans with university degrees and military decorations.

The whole thing is not only horrible, but it is utterly and hopelessly bewildering. On the one hand we are astounded by the extraordinary heroism of common average men. On the other hand we are stunned by discovering that bestial cruelty can still be perpetrated as part of a definite political policy, just as it was perpetrated by the worst of the Roman emperors and by the most evil despots who ever ruled in Byzantium. —Daily Express.

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CARLEFIELD, British str., 1,022, Arthur Coe, 22nd April—Saigon 15th April, Rice—Order.

CHUYODA MARU II, Japanese str., 731, B. Kamada, 22nd April—Hongay 10th April, Coal—Order.

HONDAQUA, American str., 1,214, La E. Burns, 23rd April—Saigon 15th April, Rice—Order.

HUIHONG, British str., 1,216, J. D. Milner, 22nd April—Weihaiwei 16th April, General—Butterfield & Swire.

KOREA MARU, Japanese str., 6,101, T. Ota, 23rd April—San Francisco 20th March, General—Toyo Kisen Kaisha.

KWANGLEE, Chinese str., 1,483, A. P. Sangster, 22nd April—Shanghai 10th April, General—Order.

SHIMPOO, Chinese str., 1,68, K. S. Hassel, 22nd April—Chingwantao 15th April, Coal—Doddwell & Co.

SINKIANG, British str., 1,616, Wm. Benson, 23rd April—Amoy 22nd April, General—Butterfield & Swire.

THIBONDAI, Dutch str., W. H. Lap, 22nd April—Nagasaki 10th April, General—Order.

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Mr. E. S. Adler, Mrs. Paul Beranger, Mrs. Mohal Dunn, Mr. E. S. Franklin, Mr. F. S. Killion, Mrs. C. D. McGee, Miss L. P. Parker, Mrs. J. W. Chapman, Miss M. C. La Barre, Miss H. Pohl, Mr. L. C. Sharman, Mr. and Mrs. E. J. Albertson and 2 children, Mr. G. H. Abbott, Mrs. K. D. Alina, Mrs. Susie M. Butts, Mrs. A. H. Burton, Mr. C. H. Brown, Mr. J. S. K. Cunningham, Mr. L. Drebellis, Miss A. Downey, H. Freeman, Mr. and Mrs. R. A. Foulke and son, Mr. M. Fujino, Mr. and Mrs. P. J. Fitzsimmons, Mr. D. K. Grady, Miss B. M. Goetsch, Mr. M. Guevara, Mr. Tomas Gomez, Mr. C. H. Guevara, Mr. J. W. Howells, Mr. Fred Jacobs, Mr. L. C. Klopinger, Mrs. C. H. Leonard, Mrs. E. S. Lyons and 4 children, Mr. W. I. Linton, Mr. and Mrs. E. E. Lucas and 3 children, Mr. H. Leyboldt, Miss L. Millard, Mr. A. Morrill, Mrs. S. R. Mote and infant, Miss H. C. Mote, Mr. F. L. Mandorfield, Mr. C. R. Ortiz, Miss A. O'Malley, Mr. and Mrs. J. S. Pettitt and infant, Mr. Juan Pons V. Vicens, Mrs. T. F. Robinson, Miss Robinson, Judge and Mrs. del Rosario, Miss T. del Rosario, Miss L. del Rosario, Master P. del Rosario, Mrs. C. G. Thomson and 2 children, Mr. N. Vatschovsky, and Mr. G. E. Williams.

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WEATHER REPORT.

On the 23rd at 11.55.—No returns from Japanese stations. Pressure has decreased considerably along the east coast of China, and is slowly rising to normal and is slightly over Borneo and Philippines. It is fairly stationary in the North.

A trough of low pressure extends from Formosa to Tongking, with minima at each extremity.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 7.55 inches, as against an average of 10.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT FORECAST.
Hongkong to Gap Rock S.W. or variable winds, moderate, gradually overcast, some rain.
Formosa Channel N.E. winds, moderate.
South Coast of China between Hongkong and Lanchow The same as Hongkong and Lanchow.
South Coast of China between Hongkong and Lanchow E. winds, moderate to fresh.

CHINA COAST METEOROLOGICAL REGISTER.

23RD APRIL, A.M.

22RD APRIL, A.M.						
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
				(Weather)		
Vladivostok	6 a.	29.91	0			0 b
Nemuro	5 a.					
Hakodate	5 a.					
Tokio	5					
Kochi	5					
Nagasaki	5					
Kagoshima	5					
Oshima	5					
Naha	5					
Ishijima	5					
Honin Is.	5					
Chetoo	6 a.					
Weihaiwei	5	30.5	48	78	NNW	2 0
Hankow	5					
Iohang	5					
Kiukiang	5					
Changsha	5					
Shanghai	5	29.16	55	88	E	1 r
Gutzlaff	5	29.84	58	84		4 0
Sharp Peak	5	29.72	62	84		4 0
Amoy	5	29.72	62	84	NW	2 0
Swatow	5	29.74	64	84	NW	1 0
Chafoo	5 a.	29.72	63	85	NW	1 0
Tai-hu	5	29.69	72	85	NW	1 r
Isanin	5	29.72	72	85	NW	2 b
ooshua	5	29.73	72	85	NW	2 0
Pescadores	5	29.68	75	85	NW	6 r
Canton	6 a.	29.67	74	85	NW	5 0
Hongkong	5	29.68	77	85	NW	5 0
Uta Block	5	29.65	80	85	NW	5 0
Amoy	5	29.65	75	84	S	4 0
Wuchow	7 a.					
Honow	7	29.68	73	93	SE	4 0
Pakhoi	7	29.68	73	93	SE	4 0
Panhai	7 a.	29.68	73	93	SE	4 0
Tuenzue	7	29.62	82	85	S	4 0
Cape St. James	7	29.73	80	85	S	2 b
Amoy	7 a.	29.73	77	91	SE	4 0
Lagunilla	7	29.72	76	86	S	0 b
Manila	7	29.73	76	86	S	0 b
Lega	7	29.71	79	86	S	2 0
Taboban	7	29.74	75	89	S	0 0
Moio	7	29.71	77	89	S	4 0
Surigao	7	29.74	75	89	SE	4 0

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FOR	STEAMERS	7 SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 24th Apr. Noon.
SWATOW and SINGAPORE	"HUPEH"	On 24th Apr. Noon.
SHANGHAI	"CHENAN"	On 24th Apr. 4 P.M.
SWATOW and BANGKOK	"LUOHOW"	On 25th Apr. 10 A.M.
TIENSIN	"HUICHOW"	On 26th Apr. Noon.
SHANGHAI	"SZECHUEN"	On 26th Apr. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO, S.S. "ANHUI," "CHENAN," "LUOHOW," "SHANTUNG," "SINKIANG" and "SUNNING" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule of service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	... Capt. J. W. Evans	... TUESDAY,	24th Apr. at Noon.
"HAIHAN"	... Capt. A. E. Hodgins	... TUESDAY,	1st May, at Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to COLOMBO	at Noon	Str. from COLOMBO	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTERHAM, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG about	Leave S'PORE about	Due at MARSEILLES, if calling about	Due LONDON about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY
CAPE TOWN and MADEIRA.

VICTORIA, B.C., and SEATTLE	AWA MARU	TUESDAY,	1st
via SHANGHAI, MOJI, KOBE	Capt. Hayashi	May, at Noon.	
NAGOYA and YOKOHAMA	YOKOHAMA MARU	WEDNESDAY,	9th
	Capt. Terada	May, at Noon.	

SYDNEY and MELBOURNE, via MANILA, BANGKOK, THURSDAY ISLAND
TOWNSVILLE & BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

SHANGHAI, MOJI and KOBE	RANGOON MARU	THURSDAY,	10th
	Capt. Kobayashi	May,	

NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	FRIDAY,	18th
	Capt. Boyda	May, at 11 A.M.	

SHANGHAI, MOJI, KOBE and YOKOHAMA	KATORI MARU	SATURDAY,	29th
	Capt. Kato	Apr. at 11 A.M.	

YOKOHAMA	KAMO MARU	SATURDAY,	12th
	Capt. Inoue	May, at 11 A.M.	

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLOMBO.

Wireless Telegraphy.

For Further Information, apply to—

NIPPON YUSEN KAISHA

Telephone No. 32 and 29.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KOREA MARU	18,000 — 18 knots	MON., 30th April, Noon.
SIBERIA MARU	18,000 — 18 knots	SATUR., 12th May
TENYO MARU	28,000 — 21 knots	WED., 23rd May
NIPPON MARU	11,000 — 16 knots	MON., 11th June
SHINYO MARU	22,000 — 21 knots	TUES., 19th June
PERSIA MARU	9,000 — 14 knots	TUES., 3rd July.

FIRST CLASS TO LONDON G\$348 (271.10.0) RETURN G\$609 (5122).

" " " SAN FRANCISCO G\$250 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, OALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

TELEPHONE 291.

T. DAIGO, Agent,
King's Building.

MESSAGERIES MARITIMES

FRENCH MAIL LINES

SERVICE TO AND FROM JAPAN VIA SHANGHAI

SERVICE TO AND FROM EUROPE.

Ports of Call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

For SHANGHAI, KOBE and YOKOHAMA.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

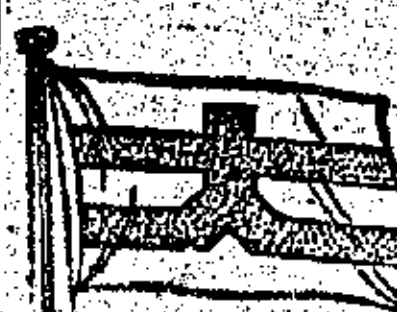
Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 740.

P. THOMAS, Agent,
Queen's Building.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE and TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"CANADA MARU"	... FRIDAY,	17th Apr. at 3 P.M.
"PANAMA MARU"	... FRIDAY,	11th May, at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, sailing at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"ROSEU MARU"	... THURSDAY,	26th Apr. at 8 A.M.
"AMAKUSA MARU"	... SUNDAY,	29th Apr. at Noon.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
No. 1, Queen's Building.

Two, Nos. 744 and 745.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery ensuring a good supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are on board.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

